

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-8. (Canceled)

9. **(New)** A fuel injection system for an internal combustion engine, the system comprising
a high-pressure side including at least one high-pressure reservoir in which fuel is
stored at injection pressure and at least one injector, communicating with the high-pressure
reservoir, for fuel injection to a cylinder of the engine,

a low-pressure side which communicates at least indirectly with a fuel tank, and
a communication between the high-pressure side and the low-pressure side, which
communication is controlled as a function of the fuel temperature in the high-pressure side
and at a high fuel temperature is at least substantially closed so that the high-pressure side is
disconnected from the low-pressure side, and that is open at a low fuel temperature.

10. **(New)** The fuel injection system as defined by claim 9, further comprising a valve device
controlling the communication of the high-pressure side with the low-pressure side, which
valve device is influenced by the fuel temperature in the high-pressure side.

11. **(New)** The fuel injection system as defined by claim 10, wherein the valve device comprises a bimetal switching device having at least two elements that comprise metals of different coefficients of thermal expansion.

12. **(New)** The fuel injection system as defined by claim 11, wherein a flow section is opened between the two elements at a low fuel temperature; and wherein at a high fuel temperature, the flow cross section is at least substantially closed by the element having the greater coefficient of thermal expansion.

13. **(New)** The fuel injection system as defined by claim 12, wherein the elements are embodied in sleeve-like form; wherein the element having the greater coefficient of thermal expansion is disposed inside the other element; wherein the inner element is filled in its interior with fuel from the high-pressure side; and wherein the openable flow cross section is embodied as an annular conduit between the elements.

14. **(New)** The fuel injection system as defined by claim 13, further comprising a first communication from the high-pressure side opening into annular conduit, and a second communication from the low-pressure side opening into the annular conduit, the orifices of the first and second communications being from one another in the direction of the longitudinal axis of the elements.

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15. **(New)** The fuel injection system as defined by claim 10, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

16. **(New)** The fuel injection system as defined by claim 11, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

17. **(New)** The fuel injection system as defined by claim 12, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

18. **(New)** The fuel injection system as defined by claim 13, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

19. **(New)** The fuel injection system as defined by claim 14, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line.

20. **(New)** The fuel injection system as defined by claim 13, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a

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connection element of a line, and wherein the outer element is formed by the housing part, the line or the connection element.

21. **(New)** The fuel injection system as defined by claim 14, wherein the valve device is disposed in a component in the high-pressure side, preferably in a housing part, a line, or a connection element of a line, and wherein the outer element is formed by the housing part, the line, or the connecting element.